Amendments to the Specification:

Please amend the specification as follows:

Please amend paragraph bridging pages 6 and 7 as follows:

As shown in Fig 2 to Fig. 4 and Fig. 8, the catalyst combuster 11, outline in a cylindrical form, is made up by: a cylindrical inner catalyst combustion portion 20 which extends over an axial length L of the combustor 11 and has (as a space defined therein) on its upstream side a cylindrical inner gas chamber 21 and on its downsteream side a cylindrical inner accommodation chamber 31 substantially equal in diameter to and in direct communication with the inner gas chamber 21: a cylindrical (or more specifically, annular) outer catalyst combustion portion [[30]] 40 which also extends over the length L, coaxially with the inner catalyst combustion portion 20, and has (as a space defined therein) on its upstream side a cylindrical (or annular) outer gas chamber 41 and on its downstream side a cylindrical (or annular) outer accommodation chamber 51 substantially equal in inside and outside diameters to and in direct communication with the outer gas chamber 41; and a fluid communication portion 60 interposed between the inner gas chamber 21 and the outer gas chamber 41. The inner gas chamber 21 is in fluid communication with inside of the inlet tube 17 arranged for axial introduction of the mixture of substitute fuel and substitute oxidizer. The axial introduction allows for a major fraction of the mixture to smoothly flow straight to the inner gas chamber 31, at high speeds, inspiring fluids from therearound via later-described communication holes 62, having a very minor fraction of the mixture branching outside. The outer gas chamber 41 is in fluid communication with the inlet tubes 18 and 19 arranged for radial introduction of the effluent fuel and the effluent oxidizer. The radial introduction allows for major fractions of the supplied fluids to smoothly spread abut a later-described separation wall 61, with enhanced tendencies to invade through the communications holes 62 into the inner gas chamber 21, and with suppressed tendencies to flow toward the outer gas chamber 51. The inner gas chamber 21 has a small fluid resistance R_2 thereacross, and the outer gas chamber 41 also has a small fluid resistance R_4 thereacross. The inner catalyst combustion portion 20 has a smaller heat capacity than the outer catalyst combustion portion

40. It should be noted that a catalyst in concern promotes a significant catalyst combustion above a critical temperature.

Please amend the paragraph bridging pages 10 and 11 as follows:

In the warming phase of the startup operation in which the shutoff valve SV1 is close but the shutoff valve SV3 is open and the control valve CV3 is in its open position whereas the control valves CV1 and CV2 are in their close or crack-open positions as necessary and the shutoff valve SV2 is to be opened when necessary for bypassing an amount of reformed fuel, the fuel injector [[15]] 16 injects and atomized substitute fuel into a flow of a supplied substitute oxidizer in the inlet tube 17, whereby a gaseous mixture therebetween is introduced into the inner gas chamber 21, where it flows downstream along the separation wall 61, and enters the substrate 33 in the inner accommodation chamber 31 with a priority, where it contacts the catalyst 36, whereby its warmer catalyst combustion is promoted, generating gaseous combustion products, which flow out of the substrate 33 and enter the outlet space 70, wherefrom they are supplied as a heat medium via the supply line LS3 to the heating side of the heat exchanger in the vaporizer 4, and discharged thereform via the effluent line LE3. In due course in the warming phase, the vaporizer 4 may start generating a vaporized fuel to be supplied via the supply line LS6 to the fuel reformer 5. It is noted that the substitute fuel as well as the effluent fuel is combustible with the substitute oxidizer, and with the effluent oxidizer as well, under assistance of (i.e., by contact on) the catalyst 36, 56.